20001130.ba v03_n047.bam.20001130

>From ???@??? Thu Nov 30 09:13:35 2000 -0600
Date: Thu, 30 Nov 2000 09:10:42 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 3047
Message-Id: <20001130161558.8CCDF5E76@devel43.theporch.com>

BOATANCHORS Digest 3047

Topics covered in this issue include:

1) Spun Alum. Knob Inlays
   by "Grant Youngman" <nq5t@home.com>
2) Re: BA-LIKE THINGS TO DO IN CHICAGO?
   by Hank van Cleef <vancleef@adic.com>
3) Re: BA-LIKE THINGS TO DO IN CHICAGO?
   by Avery Comarow <acomarow@usnews.com>
4) Re: Chi BA-LIKE...
   by polepeeg@aa4rm.ba-watch.org (Marty's Refl. Drop)
5) Chicago venues ?
   by BEN NOCK <G4BXD@compuserve.com>
6) Re: Chicago venues ?
   by "J. (Dave) Mayfield" <w9wrl@gwltd.com>
7) Re: BA-LIKE THINGS like U boats
   by Richard Loken <richardlo@devax.admin.athabascau.ca>
8) Re: BA-LIKE THINGS like U boats
   by Lenox Carruth <carruth@geo-thermal.com>
9) Enigma Machine in U505
   by "Freeberg, Scott (STP)" <scott.freeberg@guidant.com>
10) BA cinema sightings
   by "A. B. Bonds" <ab@vuse.vanderbilt.edu>
11) Wanted BC-348
   by "John Dilks, K2TQN" <oldradio@worldnet.att.net>
12) Re: Enigma Machine in U505
   by "J. (Dave) Mayfield" <w9wrl@gwltd.com>
13) re: U 505/ Das Boot
   by =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
14) Items for Sale
   by emil switzer <eswitzer@mindspring.com>
15) BA Things like Deutschen U-Boote
   by "Richard Brunner" <rbrunner@gis.net>
16) Re: U 505/ Das Boot
   by "Richard Brunner" <rbrunner@gis.net>
17) More R-390 info
   by David Medley <d.j.medley@att.net>
18) SX-42 funzies, schematic anyone?

by JPevner@aol.com
19) WTB SCR-522 gear + connectors
by Ian Abbott <ian@gene.com>
20) Turner SR-90D5 Mike (Collins MM-1) f/s
by Robert Kemp <rkemp@mr.net>
21) Re: TV-7 parts needed
by "Paul H. Anderson" <pha@pdq.com>
22) Re: TV-7 parts needed
by "Richard Brunner" <rbrunner@gis.net>

From: "Grant Youngman" <nq5t@home.com>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Tue, 28 Nov 2000 20:58:14 -0600
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Spun Alum. Knob Inlays
Message-ID: <3A241C66.20297.11D3DCBD@localhost>

Gents ...

At least a couple of sources sell spun aluminum replacement inlays for Drake/Collins knobs, but don't have other sizes available.

Does anyone know if there is a generic source for knob inlays? I have a couple of radios that I'm working on that need several inlays in 7/16", 19/32", and 1" diameters.

Thanks ... Grant

Grant Youngman / NQ5T
nq5t@home.com
http://www.globeking.com
Double Oak, TX -- nr Dallas

From: Hank van Cleef <vancleef@adic.com>
Message-Id: <200011290443.VAA01642@catalina.emass.com>
Subject: Re: BA-LIKE THINGS TO DO IN CHICAGO?
To: Old Tube Radios <boatanchors@theporch.com>
Date: Tue, 28 Nov 2000 21:43:30 -0700 (MST)
Cc: boatanchors@theporch.com (Old Tube Radios)
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

As JOHN.SEHRING@ecunet.org discourses
>
> To: boatanchors@theporch.com
>
> Will be in Chicago for several weeks at least.
>
> Any hints on techie & BA things to see? Needs to be near mass transit, no
> pers. wheels this trip.
>
Several people have already suggested the Museum of Science and
Industry.

I am going to put in a strong plug for the Chicago Art Institute. I
got introduced to it by an uncle who told me, at age 14, that I'd done
the other musueum enough, and it was time for me to hike over to
Michigan Ave. to the Art Institute. It really did boggle my young
mind (and still does, over 50 years later). Plan on several visits,
as one tour is a bit overwhelming.

Hank

Message-Id: <4.2.2.20001129081446.00aa26a0@ntpop.usnews.com>
Date: Wed, 29 Nov 2000 08:19:13 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Avery Comarow <acomarow@usnews.com>
Subject: Re: BA-LIKE THINGS TO DO IN CHICAGO?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

I enthusiastically endorse Hank's recommendation. I'm not much on art
museums, but on my last trip to Chicago a companion more esthetically
inclined than I am dragged me to the Art Institute and had a hard time
dragging me away. The exhibits are mixed together in a wonderful way so
that you turn a corner and find that you've moved from Grecian urns to
mideval weapons, say. It was just mesmerizing.

73, Avery W3AVE in Potomac, Md.

At 11:52 PM 11/28/2000 -0500, you wrote:
>As JOHN.SEHRING@ecunet.org discourses
> >
> > To: boatanchors@theporch.com
> >
> > Will be in Chicago for several weeks at least.
> >
> > Any hints on techie & BA things to see? Needs to be near mass transit, no

> > pers. wheels this trip.
> >
>Several people have already suggested the Museum of Science and
>Industry.
>
>I am going to put in a strong plug for the Chicago Art Institute. I
>got introduced to it by an uncle who told me, at age 14, that I'd done
>the other musueum enough, and it was time for me to hike over to
>Michigan Ave. to the Art Institute. It really did boggle my young
>mind (and still does, over 50 years later). Plan on several visits,
>as one tour is a bit overwhelming.
>
>Hank

Date: Wed, 29 Nov 2000 13:23:27 -0500
From: polepeeg@aa4rm.ba-watch.org (Marty's Refl. Drop)
Message-Id: <200011291823.NAA00052@aa4rm.ba-watch.org.>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Chi BA-LIKE...

The U-boat

Capturing same put Navy Ofc. under disciplinary orders

USN had strict directives not to take one of 'their' vessels less 'they'
know allies had an enigma.

Turns out allies had 2. A Army model outa Poland & a Navy model via
some Royal Navy incident.

So that USN-supplied enigma did little to win the war, only heightend ally
anxiety that the news'd leak - & the report is it didn't

Dunno if this story goes with the U-boat in Chicago, but I've read it
several times... especially w.r.t. movie U-571.

  Marty

Date: Wed, 29 Nov 2000 13:36:29 -0500
From: BEN NOCK <G4BXD@compuserve.com>
Subject: Chicago venues ?
To: Old Tube Radios <boatanchors@theporch.com>
Message-ID: <200011291336_MC2-BC96-F428@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: quoted-printable
Content-Type: text/plain;

charset=ISO-8859-1
Content-Disposition: inline

it was said:

>> This is the sub they captured in WW-II on the high-seas, also
capturing =

>>the Enigma machine which in turn helped win the war.

By "they" I hope you mean us good old brits !! rather than the
 Hollywood version ? hi. =

cheers, Ben.
Military Wireless in the Midlands Virtual Museum
www.qsl.net/g4bxd

"Those who ignore history are fated to repeat it "

Message-Id: <3.0.5.32.20001129130227.007fdde0@gwltd.com>
Date: Wed, 29 Nov 2000 13:02:27 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "J. (Dave) Mayfield" <w9wrl@gwltd.com>
Subject: Re: Chicago venues ?
Cc: boatanchors@theporch.com
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Ben, "They" refers to the Americans who captured the Unterseeboat U-505 on
4th of June 1944. Not a Brit in site!

On June 4, 1944, U-505 was attacked by the USS Guadalcanal task group 22.3
under the command of Captain Daniel V. Gallery. U-505 was boarded and
captured by sailors from the destroyer escort USS Pillsbury, the first time
an enemy ship of war was captured on the high seas by U.S. Navy sailors
since 1815.

Cheers! Dave W9WRL

At 01:36 PM 11/29/00 -0500, you wrote:
>it was said:
>
>>> This is the sub they captured in WW-II on the high-seas, also
>capturing

>>>the Enigma machine which in turn helped win the war.
>
>
>By "they" I hope you mean us good old brits !! rather than the
> Hollywood version ? hi.
>
>cheers, Ben.
>Military Wireless in the Midlands Virtual Museum
>www.qsl.net/g4bxd
>
>"Those who ignore history are fated to repeat it "
>
>
>
Sincerely
Dave Mayfield, President
****
Global Wireless
1819 7th Street, Moline Il 61265
309-762-6010 http://www.gwltd.com/gw

Date: Wed, 29 Nov 2000 12:06:19 -0600 (MDT)
From: Richard Loken <richardlo@devax.admin.athabascau.ca>
Subject: Re: BA-LIKE THINGS like U boats
To: Old Tube Radios <boatanchors@theporch.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Message-id:
<Pine.PMDF.3.95.1001129113338.541150932r-100000@devax.admin.athabascau.ca>
MIME-version: 1.0
Content-type: TEXT/PLAIN; charset=US-ASCII

On Tue, 28 Nov 2000, John Dilks, K2TQN wrote:

> through it from stem to stern and along the way visit the radio room. The
> trip through will dispel any silly romantic notions you might have had
> about the Silent Service. Quarters were tight and showers were naught!

Well perhaps but the U boat is a really crummy example of a WW2 submarine. The American submarines were vastly better that the U boat which was essentially their WW1 boat with a few improvements - it was really an submersable boat rather than a submarine with poor endurance, speed, and maneuverabilty under water. Some of the U boats that first saw action in WW2 still used open knife switches to control some electrical functions.

Good thing too. Think what Doenitz would have done with a few hundred American submarines. The Germans had constructed the elektraboat by the end of the war which was a very capable submarine but it was to late

(just like the jets and V2 and the atomic bomb... gives me the willies!).

All the Elektraboats were scuttled at the end of the war to prevent them
falling into the hands of the allies. As for U boats, they wound up in
amazing places besides Chicago - Doenitz ordered those at sea to go to the
allies and surrender and the British and Americans had so many that they took
a bunch out to sea and scuttled them but at least one saw service in one
of the Scandanavian country's submarine fleet until about 1960.

   Richard Loken VE6BSV, Systems Programmer - VMS
   Athabasca University
   Athabasca, Alberta Canada
   ** richardlo@admin.athabascau.ca **

Message-ID: <3A25552D.3AC2950@geo-thermal.com>
Date: Wed, 29 Nov 2000 13:12:45 -0600
From: Lenox Carruth <carruth@geo-thermal.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: BA-LIKE THINGS like U boats
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

At least one survives. I saw it within the last two weeks on a two-hour
television special about divers identifying a German U-boat sunk off the
New Jersey coast. There were several shots of the sub anchored in front
of a grassy lawn with buildings in the background. There was no clue as
to where it was.

Richard Loken wrote:
>
> All the Elektraboats were scuttled at the end of the war to prevent them
> falling into the hands of the allies.

--

Lenox

Lenox Carruth   Dallas, TX   carruth@geo-thermal.com
Collector of WW-II Communications Equipment and Memorabilia

Wanted: TBX-8 Antenna, Key, Canvas Case, Accessory Box

Message-ID: <1D1B8647FA5CD411A02800508BDFD0A00162887E@stpmsx03.stp.guidant.com>
From: "Freeberg, Scott (STP)" <scott.freeberg@guidant.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Enigma Machine in U505
Date: Wed, 29 Nov 2000 15:16:17 -0600
MIME-Version: 1.0
Content-Type: text/plain;
     charset="iso-8859-1"

I just saw a documentary on PBS about "Hitlers Lost Sub" and in it they briefly discussed the U505 capture. The documentary said that the top brass was angry that the 505 had been captured instead of sunk because the Allies already had broken the Enigma code earlier and now they were worried the Germans would find out about the U505 and change the codes.

73, Scott WA9WFA
http://www.qsl.net/wa9wfa

Message-Id: <3.0.1.32.20001129162751.077184b0@vuse.vanderbilt.edu>
Date: Wed, 29 Nov 2000 16:27:51 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "A. B. Bonds" <ab@vuse.vanderbilt.edu>
Subject: BA cinema sightings
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Halli S20R (right) in the radio room of the submarine in "Operation Pacific". There was some other stuff I could not identify, probably more appropriate....

73 A. B. Bonds

Message-Id: <4.3.2.7.0.20001129174729.00b9dd00@postoffice.worldnet.att.net>
Date: Wed, 29 Nov 2000 17:50:46 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: "John Dilks, K2TQN" <oldradio@worldnet.att.net>
Subject: Wanted BC-348
Cc: adamsxrca@webtv.net
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

I received the following request from Don Adams, adamsxrca@webtv.net who is looking for a BC-348. Can anyone help him? Please respond directly to

adamsxrca@webtv.net

Thanks & 73, John - K2TQN

>From: adamsxrca@webtv.net (Dan Adams)
>Date: Tue, 28 Nov 2000 14:39:56 -0500 (EST)
>
>I'm an old Air Force radio operator looking
>for a BC 348 receiver. It would not need to be in operating condition .
>It would just be a memento of a lot of hours of flying
>when the primary means of communication was cw.. If you have any ideas
>as to how I might find one please get back to me.. I reside in Annapolis
>Md.
>Best regards.. Dan Adams

Message-Id: <3.0.5.32.20001129173420.007c0100@gwltd.com>
Date: Wed, 29 Nov 2000 17:34:20 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "J. (Dave) Mayfield" <w9wrl@gwltd.com>
Subject: Re: Enigma Machine in U505
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

The big deal in regards to the U-505 was not the capture of the Enigma, we
already had that. The big deal was the German code books. Grossadmiral Karl
Donitz http://www.uboat.net/men/doenitz.htm never knew till after the war
that the code books had been captured. Had he known the war would have gone
on longer.

W9WRL

At 03:16 PM 11/29/00 -0600, you wrote:
>I just saw a documentary on PBS about "Hitlers Lost Sub" and in it they
>briefly discussed the U505 capture. The documentary said that the top
>brass was angry that the 505 had been captured instead of sunk because the
>Allies already had broken the Enigma code earlier and now they were worried
>the Germans would find out about the U505 and change the codes.
>
>73, Scott WA9WFA
>http://www.qsl.net/wa9wfa
>
>
>
Sincerely
Dave Mayfield, President
****
Global Wireless

1819 7th Street, Moline Il 61265
309-762-6010 http://www.gwltd.com/gw

Message-ID: <000501c05a69$e89c57c0$3468acce@b1yhpg64>
From: =?iso-8859-1?Q?Andr=E9_Guibert?= <aguibert@sympatico.ca>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: re: U 505/ Das Boot
Date: Wed, 29 Nov 2000 20:05:47 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Bonsoir to All
Anybody that has seen the movie "Das Boot" should go thru
U505 and realy figure in
what hell the German submariners had been living.
One thing that struck me was how small the typewriter was
in the radio room and a phonograph
nearby.
Andre
PS Did they clean out the trash left by visitors, below the
floor gratings?

Message-Id: <3.0.1.32.20001129133830.0068bd7c@pop.mindspring.com>
Date: Wed, 29 Nov 2000 13:38:30 -0800
To: Old Tube Radios <boatanchors@theporch.com>
From: emil switzer <eswitzer@mindspring.com>
Subject: Items for Sale
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Doing some house cleaning and I have the following items for sale.

1. SX-122 General Coverage Receiver - physically in very good shape -
sensitivity low - with manual copy

$150

2. Sprague TO-5 Capacitor Analyzer with manual copy - works fine

$40

3. EICO 667 tube tester good physical shape and works fine

$50

4. Knight T-60 transmitter - condition fair - electrically unkown

$25

5. HQ-170 Receiver - physically very good - electrically excellent with manual copy

$150

6. Johnson Valliant - physically very good - electrically excellent with manual copy

$250

7. Gonset G-76 HF tranceiver

front panel OK, case needs to be repainted - electrically unkown with manual copy

do not have the Gonset power supplies but have the following which should be usable with a little modification
Heath HP23B for AC supply and Hallicrafters PS-150-12 DC supply

entire package $160

All prices less shipping - will not ship Valliant but am willing to deliver within 150 miles of Sacramento CA

Will be at the Livermore CA hamfest on 12/3 and can deliver any item there.

73
Emil W1GGM/6
916-985-9514

Message-ID: <000301c05a6c$8993b360$53e9d13f@tneltcds>
From: "Richard Brunner" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BA Things like Deutschen U-Boote
Date: Wed, 29 Nov 2000 20:23:51 -0500
MIME-Version: 1.0
Content-Type: text/plain;
     charset="iso-8859-1"
Content-Transfer-Encoding: 8bit

There other German U-Boats to see, but they are mostly in Germany. If you want a personal tour of one at Laboe bei Kiel, go to

http://home.t-online.de/home/041656556-0001/u995screensaver.htm and download the U-Boat screensaver. The site is in German, but go to the bottom, and hit "U-995 Zip." Keep the audio down, or you will be hearing "Ping, Ping" all night. Unfortunately the tour doesn't include the radio room.

Gr¸fle
Richard Brunner, AA1P, rbrunner@gis.net

Message-ID: <000201c05a70$1d20cde0$f64929d8@tneltcds>
From: "Richard Brunner" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: U 505/ Das Boot
Date: Wed, 29 Nov 2000 20:47:10 -0500
MIME-Version: 1.0
Content-Type: text/plain;
     charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

" Anybody that has seen the movie "Das Boot" should go thru U-505 and really figure in what hell the German submariners had been living."

They were all about the same. The American subs were a bit larger, but not significantly different. I've been told that the Japanese and Italian subs were a bit smaller. Walking through U-505 and comparing it to American subs, I was struck by the similarities - much of the equipment is in the same place. This is no accident; before the war, there was lots of visiting between fleets, and everyone took notes. Subs are also designed for function, so I would expect everyone to do about the same thing. Sailing in submarines was a tough life, they weren't called "Pig Boats" for nothing. Men sailed in those things for about two months at a time. It was mostly long periods of boredom, punctuated by minutes or hours of terror.

Richard Brunner, AA1P, rbrunner@gis.net

Message-Id: <4.3.2.7.2.20001129205148.00b0c730@postoffice.worldnet.att.net>
Date: Wed, 29 Nov 2000 20:58:58 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: David Medley <d.j.medley@att.net>
Subject: More R-390 info
Cc: collins@qth.net
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"; format=flowed

I have just added more information on my web page which will be of interest

to anyone working on an R-390 radio. This radio is very different to the R-390A and in many ways more difficult to work on. I welcome questions from anyone re this radio and will do my best to help. You will also find on this web page a photo of a nice Collins R-390 which is for sale if anyone is interested.
<http://home.att.net/~d.j.medley>
end

Regards
David Medley
1305 Rockmoor Drive
Edgecliff Village TX 76135

These radios are used daily here for short wave listening. They are not for sale.
R-390A with Kleronomos Audio and solid state current reg.
R-391 with fully operational autotune.
AR-88 LF in beautiful condition.

For parts and information re R-390 radios please check my Web Page at:
<http://home.att.net/~d.j.medley>

From: JPevner@aol.com
Message-ID: <a7.974683a.275729fc@aol.com>
Date: Wed, 29 Nov 2000 22:56:44 EST
Subject: SX-42 funzies, schematic anyone?
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Folk;

I am working on an SX-42. It's a radio again! I have now replaced approx 30 wax caps and some of the small 'lytics. Normally I don't do this as a preemptive strike, but most of the voltages were off by a country mile, indicating tremendous leakage. Some of those caps are very hard to get to! I guess it's a common problem.

By the way, check the high value resistors, they are mostly drifted way up. Just about every Johnson, National and Halli of this vintage I have worked on seems to be like this. Not the mil-stuff though. I guess they did use higher grade components.

There were a couple of toasted resistors (toastistors)as well as the S-meter pot. I thought this might have been caused by leakage, but after replacing stuff the S-meter moves but all is not right yet. Voltages on 2nd RF are

dead wrong and band 1 is very weak.

Unfortunately, the schematic I got off of BAMA is kind of hard to read. Can anyone do a high-res scan of an original?? (it would be good thing to add this to the bama archive as well, it is a great resource.) BTW, the stamp on the side indicates the "second run". I think the schematics were subtly different.

Anyway, the parts of this rig that work sound very, very good. This is the first FM boatanchor I've done, and it is a bit of an adventure. I think that once it's in top shape, It will be one of my favorites.

p.s. Any mod/improvement thoughts out there? Lower noise first RF, IF filter modules (Kiwa had an artical on one for this rig).

Happy Boatanchoring

de Jon (N1LIS)

Message-ID: <3A25ED34.2BD16BC6@gene.com>
Date: Wed, 29 Nov 2000 22:01:24 -0800
From: Ian Abbott <ian@gene.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: WTB SCR-522 gear + connectors
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hello-

I am trying to assemble the SCR-522 radio equipment that will be installed in a P-47 and a P-51 that are currently being restored for the Flying Heritage Collection. Authenticity and completeness are the primary goals of this project. These aircraft will be flown and displayed to the public, and all of the radio equipment is intended to be functional. I am interested in purchasing the following equipment:

Receiver/Transmitter unit, complete, or any of the following:
CS-80 case
FT-244 mounting rack
BC-624 receiver
BC-625 transmitter

BC-602 control box, push-button style
BC-629 jack box, pilot's

PL-167A, 4-pin plug, open-wire style

PL-169A, 12-pin plug, open-wire style
PL-170A, 18-pin plug, open-wire style
PL-171A, 6-pin plug, open-wire style
PL-172A, 2-pin DC power plug, open-wire style
PL-173, coaxial antenna cable connector

IE-36 test set, including BC-1303 control unit
I-139-A milliammeter test set

(No, I'm not forgetting the PE-94 dynamotor set- we have some of those!)

I would greatly appreciate hearing from anyone who has SCR-522 equipment
that they would be interested in selling. This equipment will become
part of a living tribute to the pilots and ground crews of WWII. Please
reply directly to me at ian@gene.com and I will answer all messages
promptly.

Thank you,

Ian Abbott

--
~~~~~~
Ian E. Abbott | email: ian@gene.com
Genentech, Inc. (South San Francisco) | phone: 650.225.1793

Message-ID: <3A2668B9.5DB8A998@mr.net>
Date: Thu, 30 Nov 2000 08:48:25 -0600
From: Robert Kemp <rkemp@mr.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Turner SR-90D5 Mike (Collins MM-1) f/s
Content-Type: multipart/mixed;
 boundary="------------DB3814FCCB7095B980F53A33"

This is a multi-part message in MIME format.
--------------DB3814FCCB7095B980F53A33
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Have a Turner mike...either the Collins Clone or vice versa to the MM-1.
Would like $45.00 including shipping - any interest, let me know.
Has coiled cord and 3/16's plug for Collins/Galaxy/ etc.
Bob.
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Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
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* *
*   ---REMAINDER OF MESSAGE TRUNCATED---   *
*   This post contains a forbidden message format   *
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*   Mail Lists at theporch.com only accept PLAIN TEXT   *
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Date: Thu, 30 Nov 2000 09:02:08 -0500 (EST)
From: "Paul H. Anderson" <pha@pdq.com>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: TV-7 parts needed
Message-ID: <Pine.BSF.4.21.0011300853110.44853-100000@pdq.com>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

On Wed, 29 Nov 2000, Roy Morgan wrote:

> Ferrite beads are NON-conducting (normally). Do resistance tests before
> you suspect them of causing leakage.

You're right - that makes it much easier to figure out!

> NOW HEAR THIS!!!
>
> Commonly there are bypass capacitors from EACH side of the line to the
> chassis, and the line cord is TWO wire. Navy shipboard power systems were
> (and may still be) UN grounded. Each circuit floated.

> Without a good chassis ground, the voltage divider provided by the two
> bypass caps causes the chassis to be at half the line voltage in your
> house, where one side of the line is at or near ground potential. Fix the
> problem as follows:

It turns out that my TV-7D/U does not have bypass caps connected to the chassis of the TV-7, at least not before the power supply transformer.

I checked AC current to ground through a resistor, and found it to be non-measurable with my meter (need to try a better meter). A few milliamps will still kill, of course, so I need to find the problem.

The voltage I'm seeing on the chassis is 108-130V - seems to vary a bit, possibly with settings on the unit.

Is it possible for AC circuits to create an AC voltage on metal nearby, just like the transformer is doing internally?

> 1) Install a three wire grounde line cord:

I've done this before and will again on this particular unit.

I appreciate the suggestions, and will make sure that my equipment is safely grounded.

> >Lastly, I could use a TV-7 lid - paint condition unimportant, but nice if
> >no dents.
>
> It's hard to find spare lids, dents or no, but its much easier to find lids
> with dents. Get one.. Then bang out the dents.
> Roy

Dents are fine, too... (*:

Paul

Message-ID: <006401c05ade$051cffc0$8dead13f@tneltcds>
From: "Richard Brunner" <rbrunner@gis.net>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Subject: Re: TV-7 parts needed
Date: Thu, 30 Nov 2000 09:53:57 -0500
MIME-Version: 1.0
Content-Type: text/plain;
    charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

" Is it possible for AC circuits to create an AC voltage on metal nearby, just like the transformer is doing internally?"

Yes. Any ungrounded conductor in an electric field will form a capacitive voltage divider between the hv source, and ground. Thus, it will assume a floating potential somewhere between ground and the high potential source. That's why in a hv laboratory or power station everything metal is grounded, so you don't get an unpleasant surprise when you touch it. The same thing will occur in a transformer with a floating winding next to the hv winding - it will be somewhere above ground potential. With hv equipment it is always good practice to ground everything to eliminate the floating chassis and

shock problem.

But, with 108-130 volts, it definitely points to a capacitor/leakage problem.

Richard Brunner, AA1P, rbrunner@gis.net

End of BOATANCHORS Digest 3047
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